LOCOMOTIVE

TESTIMONIALS

WM. MASON.

F. D. 1509 1658 K 9-20-16 10¾ x 8⅝

Claim No.

SERIES SEPTEMBER 1ST, 1914

Pennsylvania Railroad Co.

OFFICE OF

FREIGHT CLAIM AGENT

PHILADELPHIA

LOSS AND DAMAGE.

C O P Y

1863

Wilmington, May 1st, 1863.

To

William Mason Esq:

Dear Sir:

The engine "City of Washington" commenced running yesterday and is working to our entire satisfaction as is the "New York City", they are the first of your engines that I have ever examined and I must say their workmanship and steaming qualities give me entire satisfaction -- surpassing in these qualifications anything about here.

I think the "City of Washington" looks be.ter owing bo her railing and running board -- I wish you would send me out a railing and the fixtures belonging to it by express as soon as you can conveniently do so.

The "New York City" runs on the night express -- running forty miles without stopping -- and the road being very dusty we cannot always depend upon the oil cups keeping the slides thoroughly oiled.

I take great pleasure in speaking to you of the admirable way in which your engines have been handled by the gentleman who brought them out to us, he is a splendid engineer.

Hoping to hear from you soon,

I remain your ob't sv't

Oliver Ayer (sgnd)

C O P Y

Baltimore, February 27th, 1875.

To the Mason Machine Company,
Taunton, Massachusetts.

Gentlemen:

I take pleasure in stating that I view your Company as standing preminent amongst the manufactures of Locomotive Machinery-- many of the most important improvements which give to the American Locomotive its high reputation originated with you.

My observations of the workings of your engines commenced with their first introduction upon the Baltimore & Ohio Railway in the year 1856, at which time and for several years afterwards, I occupied the position of Superintendent of Machinery in that service. The first of these engines (eight in number) which were put upon that road are still operated most successfully. Your patent Locomotive of recent design furnished to the Erie Railway company during the term of my Vice Presidency, when its department of machinery was under my immediate control has performed admirably.

During the past twenty years I have been connected with the mechanical and engineering branches of Railway Management, and have as you are aware had ample opportunity of observing the operations of Locomotive Machinery, both in this country and in Europe, and I know of no engine which I would prefer to the "Mason Locomotive". My judgement in this matter has been fully sustained by the experience of all leading American Engineers conversant with Railway Machinery with which I have communicated upon this subject.

Very respectfully yours,
Henry Tyson (sgnd)
Civil Engineer.

C O P Y

BURLINGTON & LAMOILLE RAILROAD.
Master Mechanic's Office.
Burlington, Vt., Feb. 22nd, 1886.

Hebert Fisher, Esq.,
Taunton, Mass.

Dear Sir:

Yours of the 18th inst. is at hand and in reply will say the article you have reference to was regarding the performance of an 8 wheeled American engine 17×24" cyliders 5 ft. drivers, built by the Mason Machine Works in 1877, for this road. Allow me to say that I think it one of the best locomotives that ever came to our Green Mountain State, and is until today, after eight years of service.

The monthly sheet for January of same engine is as good as the one published. In answer to yours regarding the Bogie engin : I will say t this road is very crooked and with very hard grades. The President and builder was one of that class, who when he gave the word expected things to go and for that and other reasons he selected 17×24 pass. service and the bogie engines for freight of which we had two. One with 15×22 cyl. 4 drivers 4 ft. in diameter with link motion; the other 16×24 6 drivers 4 ft. with the walschaert valve gear. The small engine was not atisfactory until I changed her valve motion. After that she was a fine working machine and now runs a good deal on passenger train. The 16×24 was the smartest working engine I ever saw for the size of cyl and wheels. She would take a freight train and run it up hill and down at passenger speed. Any ime we had a large excursion train we would take that engine as it did not make any difference what speed it was run at.

I have had large experience with the Bogie engines, both on this road and on the N. Y. & M. C. R. R. where I was one season.

Hoping that the little information will be of service to you and if not sufficient will be happy to furnish whatever I can,

I remain,

Truly yours,

F. C. Brownell, (sgnd)

M. M.

C O P Y

Office of
THE BETHLEHEM IRON CO.

Bethlehem, Pa., 8th September 1882.

Mason Machine Works,
Mr. Wm. H. Bent., Treas.
Taunton, Mass.

Sear Sir:

We are in receipt of your favor of the 28th ultimo and although we cannot answer all your queries, think the few items below may prove of some interest.

"An exceedingly heavy pull by the Eagle Locomotive "Kraft" -- Mason Machine Works Builders".

				Net tons
17 eight wheel cars coke at	17 1/2	tons	each	297.50
61 four " " Coal	6 1/2	"	gross	375.76
168 four " " iron ore	5	"	"	812.80
Taking the coal cars at	6	tons	each	1686.06
and the coke cars at	8	tons	" we have	808.00
Making a tota of cars and load of				2334.06 Net tons

or

2187.55 gross tons

The train was pulled out of a siding part of the siding being on a straight, and part on a curve of 6°. The grade is level. The distance hauled was about one mile and it was for the purpose of shifting some cars from the rear end of the train. The locomotive was running backwards at the time and made the pull with the greatest ease. We cannot give you the amout of coal used as we keep no account of it. Steam pressure 135 pounds. The engine steams very freely and gives the greatest satisfaction in every way.

Respy,
Abraham Schropp (sgnd)
Secy.

P.S. Please send us tracing of the valve motion for the "Kraft".

COPY

BOSTON & MAINE RAILROAD.
Office of
Superintendent of Motive Power.

Boston, July 26th, 1890.

J. F. Watts Esq.,
Sup't., Mason Machine Works,
My dear Sir:

I was sorry I was out at home today when you ~~called~~ called, but propose to visit you some day, next week. We have got three of your machines to running and they go [illegible] nicely, tho' I'm not quite converted to the single exhaust.

I have many callers to look at them and shall keep the fourth one here for a while to show people. I wish you might profit by an increase in orders.

We sent the "Morris" out yesterday on a Picnic train, 10 cars and see all the work required of her in grand style.

Yours truly,

Wm. Britt, S. M. P. (seal)
Hickford.

C O P Y

BOSTON & MAINE RAILROAD
Office of
Superintendent of Motive Power.

Boston, July 16th, 1900.

Mr. Wm. Mason,

My dear Sir:

Replying to your favor of the 15th, the "Haverhill" is working finely, no trouble with her brasses, and I do not apprehend any more difficulty.

We have not yet tested the Camilla, but think she will show a like good record.

As you say, it was quite annoying that the first two should have given us so much trouble, but I am satisfied that you were not to blame, and I am very proud at the general appearance of the machines.

Evidently you have given us some fine machines.

I shall be very glad to welcome you here at any time, please let me know if possible of your coming a day or two beforehand, that I may arrange accordingly.

With best wishes,

I am,

Yours truly,

Wm. Smith, S. M. P. (sgnd)
Dickford

C O P Y

CANADA ATLANTIC RAILWAY

Managers Office.

Ottawa May 21st, 1888.

Mr. Wm. Mason,

Taunton, Mass.

My dear Sir:

I have at last had an exhibition freight train run over the finished portion of this road and mailed you Saturday the reporters account of the trip. I think you cannot but feel pleased at the manner in which the "Mansfield" behaved herself as stated in the reports sent you. But the performance was even a good deal better than the reports given it. The train had not been weighed at the time it was run. It was agreed to call the load 450 tons. I had the train weighed and the gross weight was 792 tons (net) and the tare 312 tons showing a "live load" of 480 net tons. But there was one feature of the trip which does not at all appear in the reports and indeed was not then noticed and which in my judgment adds very greatly to the credit of the performance. It is true. The Mansfield hauled this train from Alexandria to St. Polycarpe a distance of 18 miles over an undulating country against maximum grades of 30 feet in 50 minutes, including one stop of several minutes at Glen Robertson. There was still something more of descending than ascending grade as St. Polycarpe is lower than Alexandria but not very much. The two miles run in 4.17 min. was about 4 miles before reaching St. Polycarpe. The highest steam pressure on route was 140 lbs and the lowest 125. I shall have the time made noticed by the press and will send you a copy. Do you know of any better performance than this? I cannot now recall any.

Yours very truly,

D. J. Linsley, (Genl)

Manager.

C O P Y

Marshalltown, Iowa., August 22nd, 1861.

.Mr. Lloyd:

Dear Sir:

I arrived here all right with engine #28 on Thursday evening at 9 00 P. M. Aug. 16th and they put her in the house the next day. At noon they went to work on her, with Mr. Pero, and put her together. He had got #27 already but the grates. Friday they fired up #27 and got her out of the house and ran 5 miles. Mr. Alexander and Mr. Pickering took the trip and they were highly pleased and could not say enough in commendation. Saturday Mr. Pero and myself went out with #27 and took 20 loads and she walked right out with them. Mr. Cate, Mr. Alexander and some more went with me and said they had not such an engine that could do the same. Mr. Pickering thinks they will take 30 loads. Sunday I went out with #28 and made 11[illegible] miles and took the same load as #27 had taken. They have not an engine that can take more than 16 cars and only 2 that can [illegible] that. In regards to the changes of the other engines, Mr. Pero is now thoroughly posted.

I will write you again,

Yours truly,,

Levi R. Richardson (sgnd)

Wm. D. [illegible], Esq, Iowa.

Dear Sir:

The above is Mr. Richardson's first account of the performance of the "Bogies". I congratulate you and hope to be able to send you still further particulars.

Yours truly,

Geo. F. Lloyd. (sgnd)

C O P Y

Marshall Town Iowa. Aug. 22nd, 1881.

To Mason Machine Works, Taunton.

I now with pleasure drop you a few lines so that you may know how the engines are working. They finished putting the grates in the No. 28 Friday night. Saturday, the 20th, she was ordered on the road, for the first time. The engines that they have hauls from 15 to 16 loads: 20 was put on 28 for a start, which is a heavy load. She took them with ease, making her round trip of 80 miles, everything working nicely. Sunday morning I was ordered to start 28; they had a train all made up of 21 loads standing in the worst place in the yard, the yard engine standing behind to give me a shove, thaink I could not start them. At the word go; I gave her a little steam and away went 28 to the wonder of a large crowd that had been waiting to see me off. 28 does not work so well as 27, she fires harder and burns as much again coal as 27 in making the same number of miles, but she is quick and will not take their dust. I go out again to morrow. Will soon start for home.

Yours in haste,

A. F. Pero (sngd)

Copy

BURLINGTON & LAMOILLE RAIL ROAD
Master Mechanic's Office.

Burlington, Vt., January 30th, 1880.

Wm. Mason, Esq.,
Prest., Mason Machine Works,
Taunton, Mass.

Dear Sir:

I have received yours of the 26th in due time but have been so busy on the road with the snow, that I have not had time to answer. I would like very much to have you here and in one of our show storms and see the Mansfield work. I think she is smarter than any two engines I ever saw in snow.

One of the greatest difficulties of working her in the winter, in this country, is that her leading truck frame is too low. We cannot run a plow on her, as low as the truck frame is. If we do, when the track gets uneven (it being so much farther forward) it will keep catching on the track. We have a ridge the whole length of the road, now, where the truck frame has made it just like ice and sometimes I think harder. I think it makes two or three cars difference with the train she can draw. I think for all concerned, it would be better better to have the saddle and truck frame four or five inches higher. The Mansfield came into Essex Jct. last night with 22 loaded cars, the largest train ever pulled over our road in winter. Eighteen months ago I tried an experiment with the "Lamoille", to see if I could prevent her from running off the track and also from cutting her forward tires so badly. Since then she has run from 25 to 30 thousand miles, and has not been off the track but two or three times. Before she was off every few days. The experiment worked so well that I made up my mind to try and hinder the "Burlington" from cutting her back tires and also from slamming sideways when running very fast. Last spring I took her wheels out and turned them to 1/2 inch tapering on the face. Up to the present time she has not made a mark on her back flanges and does not slam sideways hardly at all. It makes no difference how fast you run her. I think she stands at the head of the pass. engines in this section of the country for pulling big trains fast. I ran her 43 miles in 52 minutes on the P & O R. R. with 13 well filled coaches over that hilly road. Almost all locomotive men her say she is the

smartest engine they ever saw.

I must tell you more of my experience in tapering wheels for crooked roads. We had such good results from the Lamoille that I resolved to try it under cars. Last May I went to work and made a 38 inch Pass. wheel pattern with 3/4 inch taper on tread. In June I put three pairs of new wheel pattern and one pair of the C.V.R.R. Pass. wheels under one of our baggage cars, that has run every day since. Those of the new wheel pattern are just as good as the day when put under, while the C.V.R.R. wheels will have to be changed very soon on account of the flanges being cut so bad. Having such good success last fall I tried it on the Mansfield. I turned her tires b/8 inch tapering and put her on her regular train the first day of November and she has run every day since. She does not mark the forward flanges, but has marked the back one a little. She is not near as bad about getting off the track as before. Ever since she has had the truck under her we have had to be very careful about running on side tracks that were very short curves, or she would go off the track. In running around 6 degree curves, 12 or 15 miles per hour, the truck wheel on outside of curve is up on the rail, so that the section men tell of of seeing under the wheel when she passes them. I think the fault could be overcome by not having but one bearing at the forward end of truck frame where it connects with the sleeve on journal . The way ours is built, when she sways over, it tends the wheels up from the rail, especially going around curves. I also think the cause of breaking so many spring hangers forward is due to the bearing of the springs on truck, being so flat on top. I think it should be ball-pointed so [illegible] truck would adjust itself easy on uneven track.

Hoping this will be satisfactory to you.

I remain,

Yours truly,

E. J. Brownell (Eng)

Copy

BURLINGTON & LAMOILLE RAIL ROAD.,
Master Mechanics Office.

Burlington, Vt. November 23, 1880.

Gen. D. C. Linsley,,
Gen'l Manager.
Dear Sir:

In answer to your inquiry as to the working of the Mogul engine Mansfield, I will say that we never had her in any place yet, where we would slip her drivers on a fair rail. Sometimes I think she does not slip them very much. You know that the first thing engineers will do if an engine gets stalled in a snow drift, is to reverse them until they slip and work them out in that way, but it is not so with the Mansfield. I have stopped her in a snowdrift where the snow was higher than the cab, and when she could not turn her drivers, the snow has filled in so she will be unable to reverse place or take any way with her. As compared with other engines in this vicinity, of the old style of 10 wheel engines or either, I think that the Mansfield will pull 1/3 more cars than any other 10 wheel engine in this vicinity. What I base this on, is the trains we have pulled out of here. Almost all the enginmen here think the Burlington the smartest four wheel connected engine that runs out of this city. The heaviest train the Burlington (which has a 17×24" cylinder) ever pulled, was a train consisting of 7 sixteen ton box cars of coal, with 24000 lbs each, and two empty flat cars, and could not keep her from slipping on the heavy grades with sand. The Mogul engine Mansfield has pulled up the same grade 26 loaded freight cars, also an excursion train of 15 eight wheeled and 1 twelve wheeled passenger cars, with 1,100 passengers and an average steam pressure of 140 lbs and did not use sand. I do not think any sand has been put in the Mansfield's box since she came here. In closing I must say that I have been running or pulling engines upwards of 20 years and I think the Mansfield the most powerful freight engine I ever was witness to a train of car dimension And every engineer that has run her speaks in the highest terms of her steaming.

Grades 70 feet on straight
" 60 " " curves

Yours truly,
[illegible] (Signed)

COPY

DENVER, SOUTH PARK & PACIFIC RAILROAD Co.

Denver, Jul, 14th, 1900.

Mr. Mason, Asst. Supt.,
Canton, Mass.

Dear Sir:

In last engine we received from you have given good satisfaction except the leading pedestal binder for front truck and they have ordered the four last, so we had to cut in new ones. They are wearing close up to the frame and cause the front to rock sometimes too, cause a little slap and sometimes to pitch. I have made a pattern and have ordered four more and I have not seen as yet how they are going. There was three center pedestal binders sent us for 18" cylinders engines. I guess we will have to grind all the center pedestal binders off on inner inside of pedestal to fit the engine. We have had three trouble with the last four engines. We have had no other trouble with the engines except the broken crank pins on account of flaw in material. We have not received the last engines yet but we expect them every day.

Respectfully yours,

James A. Kirk (Signed)

P. M.

P. S.

Since writing the above I have received a message saying engine 11 broke left main crank pin. This is the second pin she has broke. The right main pin broke about two months ago. The center of pin is not drilled. I have kept all the broken pins.

Yours,

J. A. K.

COPY

Office of
The NEW YORK and MANHATTAN BEACH RAILWAY Co.
No 61 Broadway
New York, [illegible] 1st, 1879.

Wm. [illegible], Esq. Pres't.

Dear Sir:

[illegible] with my promise to write you, I now have to say that we have concluded to let you build two new locomotives at the price named by you, viz: $[illegible] more than we offered for those [illegible] at $4000.00 each.

[illegible] price of [illegible] in the vacant trucks, although it was not [illegible] particularly. In regard to the locomotives I [illegible] as per [illegible] made (in case we should [illegible] where the [illegible] to the coast. [illegible] will [illegible] that it. I shall inform [illegible] that I have the price of [illegible] to [illegible], if [illegible].

I will [illegible] five [illegible] for [illegible] and [illegible] _Express_ [illegible].

[illegible]
[illegible]
[illegible]

C O P Y

San Francisco, Cal. Dec. 7, 1878.

Wm. Mason, Esq.

Dear Sir:

I have seen the N. P. C. R. R. and its stock together with your two engines and some of Baldwin's. The road itself is in excellent condition, principally of iron rail, and good solid ballasting. Their sharpest curve is of 22°; the steepest grade is 185 ft. to the mile, on which is a curve of 15°. The Baldwin engines are of 12×16" cylinder, 42" drivers and of 32 tons weight in working order. These engines pull six cars of 12 tons each, including load, up the 185 feet grade. One engineer of the two I particularly examined informed me that she averaged 27 miles to a pint of oil; also that she had been running a year without turning off her tyres, which were in fair condition--those of the back drivers being worse than the three of the forward, since on the short piece of road she was running so long, do not turn the engine round but run her backward in coming one way. The wood engine of same cylinders and driving wheels but of only 18 tons weight in working order, will take ten loaded cars up the 185 feet grade. One engineer told me that she had run one hundred and twenty miles without taking off 32 per wheels or centre; he also said that she ran 30 miles to a pint of oil, 100 miles to 3/4 cord of wood and had frequently run her 6 1/2 miles in as many minutes, she running as easily as a car. Her tyres were still in excellent order,--better than many other engines I saw whose tyres had not been turned off. Her brasses and wedges were in perfect order and her steam chests have never been taken off in the four years she has been running, her valves still being bright. The 16×18" engine with six 60" drivers and of 41 tons weight, is used for passenger freight traffic. She will take 14 loaded freight cars up the 185 ft. grade. Her tyres were in fair condition and have never been turned off.

The engines appear to be doing excellent work. I am informed that they steam beautifully and their steam joints continued tight, requiring little attention.

I remain, Sir,

Very Sincerely yours,

Wm. Eliot Sparks (agnd)

C O P Y

BURLINGTON & LAMOILLE RAILROAD.
General Manager's Office.

Burlington, Vt., Aug. 30th, 18[illegible].

Mr. Wm. Mason.

Dear Sir:

Yours of the 10th asking how we liked the Double Engine Locomotive came duly to hand. Hay Fever has kept me in "hospital" most of the time since or I should have answered earlier.

We like the locomotives exceedingly. They are very steady, [illegible] and [illegible], with a quiet [illegible] motion that is beneficial to the track as it is pleasant to the engineer. They are entirely free from that short, [illegible] and jerking action of the ordinary locomotive, [illegible] as well as track and [illegible] is like that of a [illegible] coach.

[illegible] locomotive "[illegible]" [illegible] wheel pattern [illegible] repairs [illegible].

The business has not yet been large enough to enable us to make any careful comparison of the tractive power and economy of these engines as compared with the ordinary pattern but I am confident such a test would show a marked superiority of the Double Engine. I have [illegible] of an opportunity to test their tractive qualities as compared with some first class locomotives of other styles [illegible] think they will come off next month. Will advise you promptly of result.

Yours very truly,
[illegible] C. Lindsley (Sgd)
Gen'l Manager.

C O P Y

DENVER, SOUTH PARK and PACIFIC
Railroad Company.
President's Office.

Denver, Col. July 31st, 1877.

Hon. John Evans,
Pres. Co.
Dear Sir:

The engine No. 8, Ute City, runs as I have not so far, with some slight exceptions, given entire satisfaction and is completely overhauled.

The exceptions are that the tyres are getting badly and will have to be turned much too soon-- they seem to be very soft-- Also the main links and pins should have suitable cups to keep out cinders and dirt. In two weeks, so far, I have run our other narrow gauge engine, the performance of which has pleased me as well as this one. I have therefore to recommend this style of engine as best suited to our traffic.

Yours truly,
J. A. Hewitt (seal)
Supt.

C o p y

Office of
THE NEW YORK AND MANHATTAN BEACH RAILWAY Co.
61 Broadway
New York, January 2nd, 1877.

P. A. Logan Esq.

Dear Sir:

In answer to your letter permit me to say we have 6 Porter engines in use, and they have come up to our anticipations in every respect.

They are light, if not lighter on the track than any 8 foot engines I know of. As to Baldwin engines, we have none nor any idea of getting any. And in respect to the Porter engines they are to my judgment the most Narrow Gauge Engines in the market.

Yours truly,
Lewis Jones (illegible)
Pres.

COPY

NORTH PACIFIC COAST RAILROAD COMPANY
General Offices, 420 California St.

San Francisco, September 19th, 187[illegible].

Paul [illegible] Esq.,
Sup't., [illegible] R R Co.,
Leavenworth, Kansas.

Dear Sir:

Your favor of the 6th instant in regard to "Mason Fairlie [illegible]" now in use by this Company, came duly to hand, in reply I would say these engines have given us perfect satisfaction and have in every way proved all that Mr. Mason promised for them.

Very truly,
Jno. Conant, (sgd)
Sec. [illegible].

C O P Y

NORTH PACIF COAST RAILROAD COMPANY

C O P Y

BOSTON & MAINE RAILROAD.
Motive Department.

Boston, April 11, 1877.

F. A. Wait,
Master Mechanic.

A. H. Bent, Esq., Treasurer.
Mason Machine Works.
Taunton,

Dear Sir:

In reply to yours of the 9th in regards to wheels will say that with the exception of four wheels they are all running today. Some of the most worn are reduced in diameter nearly 6-8 inches but wear evenly and appear to be round. You will see by the report of mileage sent with this the Cumberland's engine trucks have been turned and are running under another engine (the "Camilla"). The Transport's and Pilot's engine trucks have been turned and put under the same engines again. The Samoset's engine truck wheels run from Aug. 22, 1872 until March 19, 1877, 103722 miles and we have them here and I think we shall turn them when there is a chance.

Respt Yours,
F. A. Wait (Signd)

Mileage to April 1, 1877.

Name of Engine	Wheels	Mileage
Cumberland	Engine Truck	88 751
Camilla (same wheels after turning)		8 850
Cumberland	Tender wheels	118 617
Transport	" "	148 048
" (turned once)	Engine Truck	148 048
Pilot " "	" "	102 107
"	Tender Wheels	100 137
Samoset	" "	104 107
"	Engine Truck	103 722

C O P Y

COVINGTON, COLUMBUS & BLACK HILLS RAIL-OAD.
Superintendent's Office.

Covington, Nebraska, Oct. 1, 1878.

Mr. Mason, Esq.
Taunton, Mass.

Dear Sir:

Your favor of the 6th instant is at hand, our drawheads are(27) twenty seven inches above the Rails. I hope you will be able to let us have the engine by the 20th as we need it very much. I hope you will put in small cocks in the water pipes from tank to pump so as to let out any water that may remain in them to prevent them from getting bursted in cold weather. Please send me a new brass nut for the coupling of the blow pipe with the valve as the bead turned on the one on the "Dakota" was cut so deep that it broke off when we got steam on it. The engine is working splendidly. We have had only 20 cars attached to it yet but they was very heavily loaded with iron and ties. She took them up a 90 feet grade without any trouble, starting them right on the grade. I am sure that she will take 30 10 ton cars over our road using very little fuel or water. We ran her 60 miles with 14 cars with one tank of water and have no trouble in making 20 miles per hour.

I hope you will send the stuffs for the "Dakota".

The water cocks on the steam pipe had ought to be the same as the cylinder cocks and coupled so they can be worked by the same lever or rod and not to point down, same as the one on the "Dakota".

Please take the new engine "Dixon", and take the cab doors in our place and have them alike each side as the upper part of the one on the "Dakota".

Yours very truly,
Chas't White (Signed)
Sup't.

C O P Y

BOSTON, REVERE BEACH and LYNN RAILROAD COMPANY
#880 Atlantic Avenue.

A. P. Blake, President.
J. J. Webster, Treasuer.

Boston, August 6, 1877.

Mason Machine Works:

Gentlemen:

Having had 4 years experience in running our three feet gage Railroad we think we are able to judge somewhat intelligently of the requirements necessary to operate one successfully.

We are pleased to be able to testify to the merits of your Double Truck Locomotives which we have used from the beginning. Perhaps no other narrow gage engines in the country have had their qualities more severly tested than these on our road.

The business we have done has largley exceeded our expectations and as we had not provided equipment for so large a traffic we have been compelled to work our locomotives beyond their supposed or intended capacity.

Your two 10×12" cylidder engines hauled our regular passenger trains last season each making twelve trips of nine miles every day. Most of our cars are larger than are used on the three feet roads generally---they are 40 feet long, including platform 30 feet, and are very roomy as the seats are arranged, and seat with plenty of room and no crowding 56 to 60 passengers with standing room for 40 more and are quite often so filled. Our cars are fitted with Miller Platforms. We have two short grades of 70 feet to the mile, and our trains are frequently made up with 6 to 7 such cars. Your engines have been with such trains in constant service of 12 hours every day and we are pleased to say they have done the work very satisfactorily indeed.

We think the superiority of your type of locomotive for our class of road is their great steaming capacity with economy of fuel.

Any of your friends, who you may chose to refer to us, we shall be pleased to give the results of our experience with your locomotives.

Very Truly Yours,

COPY

BOSTON & MAINE RAILROAD

Motive Department

Boston, May 20th, 1876.

F. A. Nait,
Master Mechanic.

Mr. Nason, Sir.,

Dear Sir:

I wish to have you a record of [illegible] chilled wheels that were taken from heavy freight engines and Passenger engines in June, July and August in 1876.

These wheels have run 40,000 miles and are still at work. We have one of the engines in the dump now and the engine truck wheels although slightly worn were found and we have put them in our double headed driving wheel lathe and reduced the diameter of the flanges 7/16 inches, and turned off the high part of the face between the worn rail surface and the outside of the wheel. It has taken four days to turn the four wheels and they are as good as new. The speed of the tool was 12 inches per minute, cut 1/16 chip, feed 1/20". The tools were American Steel, grade unknown. I would like to hear of you say, the number you would have to run outside chilled iron as I shall have need of them very soon when I have an engine in for repairs. All parts of the engines are now [illegible] as the wheels.

Respectfully,

F. A. Nait (signed)

[illegible] engines from [illegible]
[illegible] to [illegible] Mass. A.

Engine	Miles run				
	Truck	[illegible]	[illegible]	[illegible]	
Brattleboro	1[illegible]2	1[illegible]	[illegible]		[illegible]
Cumberland	1,141[illegible]	1,1[illegible]	[illegible]	[illegible]	[illegible]
Pilot	121447	1[illegible]7	[illegible]		[illegible]
Saco	10d722	1[illegible]	[illegible]		Both wheels worn out
					Leader wheels running

C O P Y

Terre Haute, Jan. 14th, 187[illegible].

To Mr. W. H. [illegible],

Dear Sir:

I send you a report of the engine the last week, the amount of coal used, miles run, etc. I am pulling three and four more cars than the 17x24 Baldwin moguls from here to Indianapolis, their trains are 24 to 30 cars and it is a fact according to Mr. Pelila[illegible] statement and others that I have talked with that they use 7 tons of coal between here and Indianapolis while as you see by my report I am using just half with the "Hunter". The moguls take 4 dumps 1 1/2 tons in a dump from here while the "Hunter's" tank will not hold but 2 of the black coal. She seems to be gaining in favor and all are astonished that she can make time with their fast freight trains.

Day before yesterday I had 30 cars empty and a caboose and 10 orders at Seelyville 6 miles from here our No 1 the fast line you went from here on, the orders read you have until 3 14 to take 1. m. before no. 1 leaves, it train late. It was 7 minutes before three when I started from Seelyville and it was ten minutes past three when we were on the main track at I. m. Last night we left here with 30 loads, the first [illegible] we have had that number out of here. The rail was in bad condition, terrible slippery and she took them to Brazil, where we left three cars. She slipped constantly on every hard rail, as they went on to Greencastle where I found she had broken her forward and main rod. I put in another rod before she got to Filmore 5 miles from Greencastle she will just hold up key and they gave me four more cars out of Greencastle making 31 loads. Having no spare hold up I had to abandon the train and report disabled as there was danger of breaking the wheels on crossovers. If we cannot find the hold up shall have to get one made here. It is held in place by a 5/8 bolt which probably worked out by her slipping although I thought it was screwed up hard again when we left Greencastle. I want to get her washed out tomorrow change her nozzle to 3 3/4 as I think she will steam well enough, burn a better fire and clear herself easier as she seems to shake when running fast. I think Mr. Pelila- and all concerned are satisfied with her first weeks work and I hope she will do as well

next week if nothing befalls her.

Very truly yours,

[illegible] (sgnd)

[illegible] printed here on account of its length.

C O P Y

[illegible] 187[illegible].

To Mr. [illegible],

Dear Sir:

Yours received this morning with photographs enclosed which I gave to Mr. [illegible]. [illegible] the engine last night for the past week. She still continues to give satisfaction as far as I know. [illegible] 50 loads of cars out of [illegible] they were [illegible] the engine could pull. We stopped at [illegible] of [illegible], [illegible] of stock [illegible] of loads. I was [illegible] the engine pull the train over the road if she could [illegible] and [illegible] to 100 lbs. [illegible] is [illegible], but [illegible] of [illegible], but I could [illegible]. [illegible] to [illegible] trains [illegible] point. [illegible] 20 miles in [illegible] with [illegible] 20 [illegible] ran. [illegible]

Money Order or by mail.

Very truly yours,

S. E. Adams (sind)

P. S. The Ass't Master of Transportation told me it was simply never done before pull 61 loads to Greencastle, it is 10 more than their 8 wheel engines pull.

S. E. A.

COPY

Terre Haute, Ind., Dec. 13th, 1876.

Mr. W. H. Kent,

Easton, Mass.

Dear Sir:

Yours of Dec. 10th received this morning, and. it has been in Van. Roundhouse since last Monday. Business has been dull so far as freight is concerned for the past three weeks. The last and 4th week I run her there was considerable complaint against the freight engineers about the 16 as they lost a number of trips which they would have had if she had not been running. As they expressed it, she pulled all the cars there was out of Indianapolis and what would have made two trains for their 16ers the way they load them. The engine has just as good a reputation amongst all the men, that is she has built her reputation herself. I thought it was policy on our part to take her off until business improves a little which it will do as soon as the roads through the country will permit the farmers driving in with their grain. It will keep the engineers quiet as they are a little jealous of her and the trial she has made certainly will satisfy all officials concerned, that this engine has done splendidly. At times on last week of our running they did not have the cars to give her a full train which was as Mr. Rielly says against her somewhat. By the way, he is very much pleased with the engine and her performance. He does not express himself to me, but Mr. Peddle's clerk who boards where I do told me that Mr. Riely spoke well of her and another party told me that if Mr. Riely had his say about the engine he would buy her. Neither did Mr. Peddle wish to run her longer than the 30 days trial spoken of while you were her so we have been waiting to hear from you. I will tell him that I will hold myself in readiness to help him out if business picks up or if he is short of power at any time.

I will remain here subject to yours order,

Very truly yours,

TOLEDO, WABASH & WESTERN RAILWAY

Office

General Superintendent

Toledo, Ohio. July 8th, 1870.

Mr. Wm. H. Kent,

Treas. Mason Locomotive Works,

Taunton, Mass.

Sir:

Enclosed find report of performance of engine "Hero" asked for in your letter of the 3rd inst. addressed to Mr. A. Anderson, which I hope will suit your purposes.

Yours truly,

A. Anderson (signed)

Gen. Supt.

Performance of engine No. 147 "Hero" running between Toledo and Detroit via T. W. & W. Ry.

1870 Months	1	2	3	4	5	6	7	8
August	2700	7,704	111	4	129	76.80	8c	14
September	2700	7,668	118	8	174	65.87	8c	14
October	2700	7,772	115	6	113	64.40	8c	14
November	1800	5,000	80	6	114	61.40	8c	14
December	2000	5,744	82	4	114	61.00	8c	14
Total	11700	34,788	504	27	644	69.04	8c	14

1 miles run
2 Average total wt. of car
3 Tons of coal burned
4 Cords of wood burned
5 Cost of coal used
6 Cost of repairs
7 Size of train hauled
8 Speed of train per hour

From the Toledo "Blade"

"Conductor M. L. Woodford, of the Cleveland & Lake Erie R. R. reports the release of engine No. 80 running on that road as beating all previous record. Since it was built in 1852, it has been in constant use in the passenger service and has travelled 284,000 miles The monthly average was 4,770 and the daily average excluding Sundays 180 miles." Mr. Mason Kent.

C O P Y

Gibson, June 28, 1875.

Mr. William Mason.

Dear Sir:

This road is one hundred miles in length. The first 20 miles the grades are short about one mile in length and 60 feet to the mile. One half of this 20 miles is of curves of 600 ft. radius.

The next five miles the grade is 65 feet to the mile with curves of 600 ft. radius.

The next five miles the grades are 70 and 80 ft with curves of 750 feet radius.

The next nine miles are grades of 60 and 70 ft. and about 1/4 of this length the curves are 700 ft radius.

The next nine miles -- Main Line -- the grades are 70 feet to the mile and curves of 720 feet radius.

The next 30 miles the grades are short the longest not exceeding 3/4 mile and with grades of 50 ft. About 1/4 of this 30 miles the curves are 1000 ft radius.

The engines run the 100 miles in 6 hours and 30 minutes Passenger Traffic and 7 hours and 45 minutes for Freight.

Below I give you an outline of the road showing the Junction and Terminal Stations. In your opinion what ought to be the daily mileage of these engines and at what speed.

(Outline omitted in this copy)

Yours truly,

P. A. Logan (seal)

P. S. Please send me your figures for a four wheel truck say for No. 6 without wheels or axles. Through an oversight this was neglected mailing.

C O P Y

Gibson, June 21, 1875.

Mr. Wm. Mason.

Dear Sir:

Enclosed you will find a statement of service and repairs on engines for the month of Sept. Oct. and Nov. 1874. In charging to our engines we do not specify each engine seperately but merely make a charge to the Locomotive Department for this reason the report is not quite as exact or as full as I would like.

Yours truly,

P. A. Lemay (sgnd)

NEW BRUNSWICK RAILWAY

Report of Performance, Expenses and Repairs of

Double Truck Narrow Gauge Locomotives

Built by Mason Machine Works

Taunton, Mass. U. S. A.

	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8
Diameter of Cylinder	10"	12"	12"	12"	12"	12"	12"
Stroke	16"	16"	16"	16"	16"	16"	16"
Diameter of Drivers	36"	36"	36"	36"	36"	36"	36"
Service-Passengers	--	1088	2874	2708	2226	2616	1:402
Miles run	5841	6618	6668	6082	6187	6636	6281
Tons of coal used	101	81	70	120	80	110	121
Cords of wood used			No any				
Quarts of oil used	480	576	540	404	552	408	461
Pounds of waste used	104	70	68	66	72	67	81
Ordinary Repairs	70.72	106.27	120.16	121.02	66.64	166.20	165.92
Extraordianry Repairs			Not any				
Service-Freight	14870	21886	10468	35106	15960	33176	13618

C O P Y

Stockton, May 30th, 1875.

Mr. Wm. H. Bent Jr.,
Mason Machine Works,
Taunton, Mass.

Dear Sir:

Yours dated the 17th inst signed by Mr. Mason was received in due time. Mr. Moore has not seen it, have spoken to Mr. Campbell about it, he says he wants the engine (10×16) and Mr. Moore ought to take it. Mr. Campbell has more influence with Mr. Moore now here than anyone else, therefore I want him to see about it, before I see Mr. Moore. I am here to see what I can do with Stockton & Ionia people, the latter and we have the inside track with the Sup't and Chief [illegible] am in no [illegible] afraid of Mr. Williams from the Baldwin works(who has been here in California for three weeks or more) has been influencing with the parties that [illegible] are going to build the road, shall know in a few days.

Please ask Mr. [illegible] of the New Brunswick R. R. for monthly reports, or if he has not kept the accounts in that way for a statement of what the engines are doing, how many miles they run per month, how long the grades are, and number of feet to the mile, number of cars they haul, what kind, and quantity of oil, packing and waste used and tons of coal burned, cost of repairs, ordinary and extraordinary if any. Ask the [illegible] of the L. M. of the L. C. & E. R.R. and the parties in Boston who have charge of the Calumet & Hecla Mines. I have written to Mr. Wilder for reports of the engine there, also of 16×24" engines running on same division, and doing same work. I think he will write to me. If you have anything more or better from the 16×22" on the F. W. & W. than the report I make on my return of hauling fifty cars loaded with wheat from Ft. Wayne to Toledo and 50 cars and a Caboose, 21 of them loaded from Toledo to Ft. Wayne please send it to me.

Am glad to hear that the W. Mason is hauling the same number of cars I hauled with it the first trip I ran it between Mansfield and Orrington.

The San Rafael ran during the month of April 2200 miles

hauled 18500 passengers each passenger riding on an average six miles is in use from 6 30 A. M. until 7 30 P. M. used 46 Quarts of Lard Oil 16 Quarts of Machine oil, 10 Quarts of Coal Oil and 20 lbs. of Waste, burned 30 1/2 cords of wood, the engine runs seven days in the week and has not lost a trip for more than two months but will soon have to because the cylinders must be fastened. The cylinders getting loose has been an argument against this kind of engine.

A short time since saw parties interested in building a road in Mexico, was told Mr. Williams had been in, and in less than fifteen minutes afterwards they told me it was doubtful whether machinery could be held firm in its place on a movable frame, believing that this man would not of himself bring up such an objection, I was forced to belive that someone else had put the words in his mouth.

I hope you will see that the bolts in the lower part of the frame are put in solid and the nut screwed on, and not put the bolts in loose enough that they may be turned by the head and screwed into the nut. Please forward the reports I ask for as soon as you get them.

Yours respectfully,

J. E. Shalling (sgnd)

C O P Y (Copy)

Petersburg March 17th, 1875.

Messrs. Wm. A. Tracy & Co.,
66 Chambers St., New York.

Gentlemen:

I am called upon to express to you my opinion of the Wm. Mason locomotive engine.

My attention was called to this machine in the earlier days of my professional career as a civil engineer, about the year 1850. At that time I became impressed with the principles which Wm. Mason had made in the construction of the locomotive and it was not long before these machines were conceded to rank as equal to the first made in this country.

I should have equiped the Norfolk & Petersburg road exclusively with these machines if the company could have met with Mr. Masons terms of [illegible]

Since the war I have had in great part to reconstruct over four hundred miles of railway and to equip it almost anew. These roads were impoverished but for all that I determined to equip them with the Mason machine exclusively, adopting a uniform pattern of engine as the standard for passenger and tonnage service respectively, the engines of each class being constructed so as to be interchangeable in all their parts.

We now have upon [illegible] lines, of four hundred and twenty eight miles, in connection with machines of other builders mainly constructed before the war, 7 Passenger, 42 Tonnage, and 2 switching engines of Masons make and our judgement is

1. That in architectural design and ornamental finish the Mason engine is faultless.
2. That the material and workmanship are not surpassed.
3. That in the consumption of fuel, water, etc. and in the cost of lubrication, as well as in the cost of maintainance, they largely excell for economy.
4. They excell in the ease with which the parts harmonize when in action, inflicting upon the track none of that damage which results from a hard working engine.

5. They combine a higher degree of simplicity in all the parts of the locomotive and its construction, and contributing materially towards the saving of time and cost necessary overhauling: the average time consumed in stripping one of these machines overhauling it thoroughly and putting it in complete repair has been less by nearly half than that required for machines of other builders.

This opinion of the Mason machine is based upon an experience in connection with the railways of Virginia running continuously since the year 1850, in the capacity of civil engineer until the completion of the Norfolk & Petersburg Division of our Atlantic, Mississippi & Ohio Road during the year 1857-58 and since then as President; and this opinion is supported by the judgement of our two Master Mechanics, men skilled and experienced in their profession.

In addition to this I deem it proper to say that in all my official transactions I have never dealt with a man more direct, straight forward and faithful to an undertaking than Mr. Wm. Mason.

Yours truly,

Wm. Mahone (sgnd)

President.

Copy to

Wm. H. Bent, Tr.,

Mason Machine Works,

Taunton,

Mass.

F. D. 1509 1658 K 9-20-16 10¼ x 8⅝

Claim No.

SERIES SEPTEMBER 1ST, 1914

Pennsylvania Railroad Co.

OFFICE OF

FREIGHT CLAIM AGENT

PHILADELPHIA

LOSS AND DAMAGE.